

G35 / 350Z JWT CLUTCH ADJUSTMENT SPECIFICATIONS

Caution, clutch installer:

An early failure of a clutch that has not been subjected to abuse may be caused by improper pedal adjustment. If the pedal to master cylinder clevis pin is not free floating when the pedal is fully released (your foot is off it), hydraulic fluid cannot return to the master cylinder reservoir and will remain trapped between the master and slave cylinders. This condition makes bleeding the system difficult if not impossible, making a full disengagement unlikely. If the vehicle is released to be driven, the clutch may function to some degree, but as the hydraulic fluid heats up during the course of operation, it will expand and push on the slave cylinder since the fluid cannot return to the reservoir. This condition will cause the clutch to slip, quickly **destroying your new clutch!** You must check for free play at the pedal clevis pin, before bleeding the system or driving the vehicle!

CLUTCH PEDAL

On-Vehicle Inspection and Adjustment HEIGHT ADJUSTMENT

1. Check that clutch pedal height H_1 from the melt sheet is within the specified range.

Pedal height H_1 : 171 - 190 mm (6.73 - 7.50 in)

2. If pedal height H_1 is outside the specification, loosen ASCD cancel switch lock nut B and turn ASCD cancel switch. next loosen clevis lock nut A and turn push rod to adjust.
3. When pedal height comes into the specified range, tighten ASCD cancel switch lock nut B and clevis lock nut A to the specified torque.

Lock nut A:

🔧: 7.8 - 11 N·m (0.80 - 1.1 kg·m, 69 - 97 in-lb)

Lock nut B:

🔧: 12 - 14 N·m (1.3 - 1.4 kg·m, 9 - 10 ft-lb)

4. Check that free play A at pedal pad top surface and pedal height H_2 when clutch is disengaged are within the specified ranges below.

Pedal free play (measured at pedal pad) A:

9 - 11 mm (0.35 - 0.43 in)

Pedal free play (clevis pin free play):

1.0 - 1.5 mm (0.04 - 0.06 in)

Pedal height H_2 when clutch is disengaged:

80 mm (3.35 in) or more

5. Check that free play A at pedal pad top surface and pedal height H_2 when clutch is disengaged are within the specified ranges below. If it is outside the specification, loosen lock nut A and turn push rod to adjust.

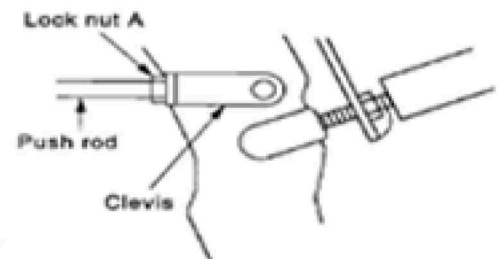
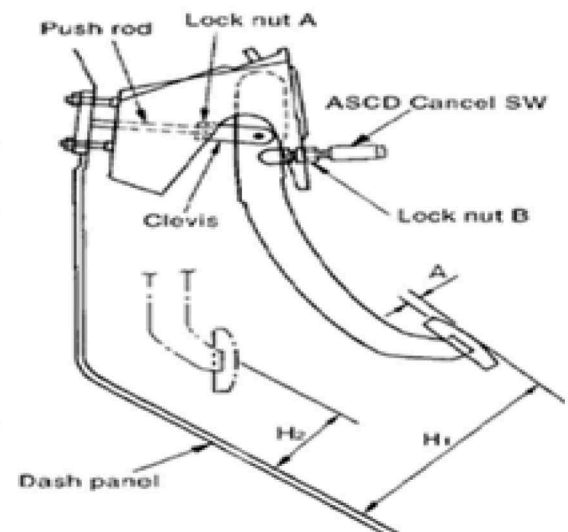
CAUTION:

Threaded end of the push rod must be positioned inside the clevis.

6. Tighten lock nut A to the specified torque.

Lock nut A:

🔧: 7.8 - 11 N·m (0.80 - 1.1 kg·m, 69 - 97 in-lb)



CLUTCH FLUID

Bleeding

CAUTION:

- Monitor fluid level in the reservoir tank to make sure it does not empty.
- Do not spill clutch fluid onto painted surfaces. If it spills, wipe up immediately and wash the affected area with water.

- Bleed the operating cylinder.

1. Fill the master cylinder reservoir tank with new clutch fluid.
2. Connect a transparent vinyl hose to the air bleeder.
3. Depress the clutch pedal quickly and fully a few times and hold it.
4. With clutch pedal depressed, open air bleeder.
5. Close air bleeder.
6. Release clutch pedal and wait for 5 seconds.
7. Repeat steps 3 to 6 until no bubbles can be observed in the brake fluid.

Air bleeder:

🔧: 5.9 - 9.8 N·m (0.61 - 0.99 kg·m, 53 - 86 in-lb)

